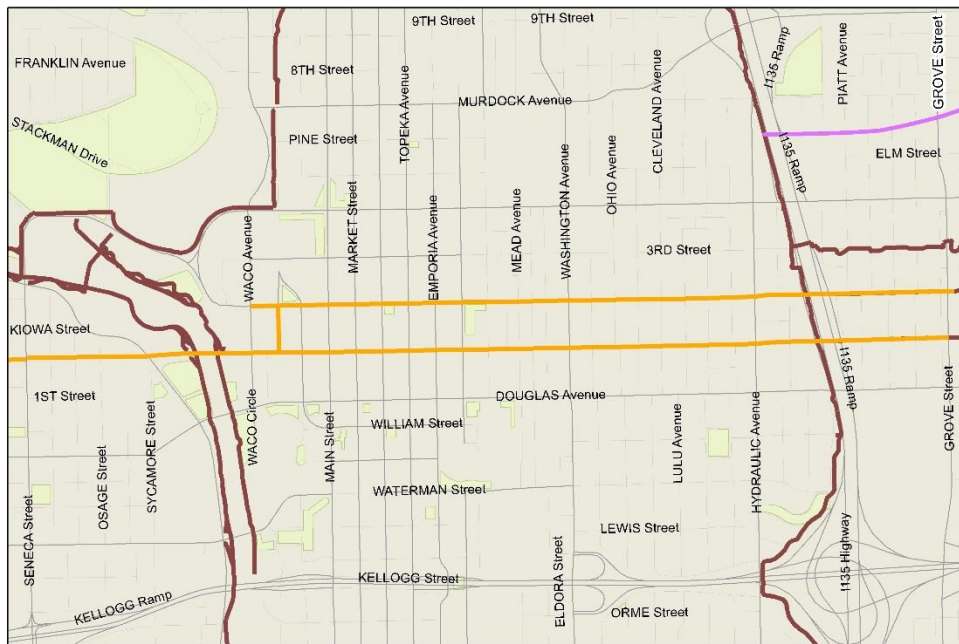


1st and 2nd Street Bicycle Lanes – Phase II Overview

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Legend

- 1st and 2nd Street Bike Lanes Project
- Bikeways Under Construction
- Existing Bikeways

Project Goals

- Increase the safety of all street users
- Provide an east-west bikeway connection to existing bicycle facilities and through downtown Wichita
- Improve major roadway crossings for people bicycling
- Increase the buffer zone for pedestrians where possible
- Implement the Wichita Bicycle Master Plan
- Implement Project Downtown; The Master Plan for Wichita

Project Description

The 1st and 2nd Street Bicycle Lanes – Phase 2 project includes the design and construction of approximately 3.7 miles of on-street bikeways (including bike lanes and shared lane markings) on 1st Street and 2nd Street from Seneca Street to I-135.

Bike lanes designate a portion of the roadway has been designated by pavement markings (and may include signage) for the preferential or exclusive use of people bicycling.

Shared lane markings are markings applied to a travel lane to guide people bicycling along a recommended bicycle route, and to remind drivers to expect people bicycling along the street.

Traffic

Counts

The 2010 motor vehicle ADT for 1st Street east of Washington Ave. was approximately 7,500 motor vehicles or less, and approximately 12,000 for 2nd Street. The peak hour traffic count on 1st Street east of Washington was 886 vehicles between 4:45 pm and 5:45 pm. The peak hour traffic count on 2nd Street east of Washington was 1,010 vehicles from 7:30 am to 8:30 am.

Speed

The posted speed limit for the project area is 30 mph. The 85th percentile speed is 31.8 mph for 1st Street east of Washington Avenue and 35.3 mph for 2nd Street east of Washington Avenue. The recorded top speed for 1st Street east of Washington Avenue was 55 mph and 54 mph on 2nd Street east of Washington Avenue.

Crashes

The KDOT crash data from 2004-2008 show that 8 crashes involving motor vehicles and bicyclists occurred along the 3.4 mile long project corridor. The rate of 2.3 motor vehicle and bicycle crashes per mile is nearly 25 times higher than the countywide rate of 0.09 motor vehicle and bicycle crashes per mile of roadway.

Transportation Access and Destinations

As part of the Wichita Bicycle Master Plan recommended Bicycle Network, the 1st and 2nd Street Bike Lanes Phase II project will provide connections between destination and origins from I-135 to Seneca Avenue, through downtown Wichita (one of the largest job concentrations in the region). Below is a listing of destinations along the project corridors.

Bikeways

Existing Bikeways

- 1st and 2nd Street bike lanes located between I-135 and Edgemoor Street
- Canal Route Path, a shared-use path located under or along I-135
- Arkansas River Path, a shared-use path(s) located along the Arkansas River
- Schweiter Bikeway (installation May 2015)

Recommended / Future Bikeways

- Saint Francis Avenue Shared Lane Markings
- Market Street Bike Lane
- Topeka Avenue Bike Lane
- Hydraulic Avenue Bike Lanes

Employment Centers

The 1st and 2nd Street bike lanes will provide access from residential areas to Downtown Wichita, which contains approximately 41% of the Wichita office market share. Approximately 2,301 places of employment with approximately 35,079 employees are located within 0.5 miles of the 1st Street and 2nd Street bike lanes.

Entertainment and Cultural Destinations

The 1st Street and 2nd Street bike lanes will help improve access to many entertainment and cultural destinations, including but not limited to the following.

- Orpheum Theater
- Century II
- Exploration Place
- Keeper of the Plains

Residential Neighborhoods/Districts and Schools

The 1st Street and 2nd Street bike lanes will provide access to the College Hill, New Salem, East Front, and Delano neighborhoods - as well as Washington Elementary School (424 N. Pennsylvania Avenue) and Wichita State University Downtown Center (358 N. Main Street)

Wichita Transit Bus Routes

The 1st Street and 2nd Street bike lanes will provide access to East 17th Street, North Waco, Riverside, East 13th St., North Broadway, East Central, and Riverside transit bus routes.

Percentage of a community, region, or state population benefits, access

According to the 2010 Census, 48,112 people reside in the Census block groups within 1.5 miles of the proposed bike lanes on 1st and 2nd Streets between I-135 and McLean Boulevard; and 79,077 people reside in the Census block groups within 1.5 miles of the 1st and 2nd Street bike lanes between McLean Boulevard and Edgemoor Drive. This accounts for 12 percent and 21 percent of the City population respectively.

Background / Process

Beginning in 2009 and through 2010 hundreds of stakeholders participated in the planning process for Project Downtown – The Master Plan for Wichita. The plan recommended that 1st Street and 2nd Street be designed as “Bicycle Balanced Streets”.

On **December 14, 2010** the City Council unanimously voted to adopt the plan.

On **February 5, 2013**, the Wichita City Council unanimously endorsed the Wichita Bicycle Master Plan as a guide for future planning and decision making regarding public infrastructure investments, operations, and policies. The Wichita Bicycle Master Plan recommends the development of bicycle lanes on 1st and 2nd Street as part of the Bicycle Network, 10-Year Priority Bicycle Network, and the Top 10 Recommended Priority On-Street and Side Path Bicycle Facilities. The planning process for the Wichita Bicycle Master Plan lasted more than two (2) years, and included more than 50 public meetings and events. More than 4,000 people were engaged in the planning process. The planning process included presentations to multiple neighborhood associations and other organizations; and multiple outreach efforts. More information about the Wichita Bicycle Master Plan can be found on the City of Wichita [web page](#).

On **April 16, 2013**, the Wichita City Council approved a memorandum of agreement with the Wichita Health and Wellness Coalition to undertake multiple bicycle and pedestrian related projects. The agreement identified how the \$687,220 of CDC Community Transformation Grant – Small Communities funding from the Health and Wellness Coalition and the \$66,012 of City funding would be utilized. One of the projects included in the agreement was for design work for multiple bicycle facilities, including the bicycle facilities along 1st and 2nd Street.

On **June 4, 2013**, the City of Wichita was awarded federal Transportation Enhancement funding from KDOT for the construction of multiple bicycle facility projects, including \$145,973 for the 1st and 2nd Street bike lanes.

On **August 6, 2013**, the Wichita City Council approved the contracts for the development of designs for multiple bicycle facilities, including a contract with TransSystems for the design of the 1st and 2nd Street Bike Lanes Phase II project.

On **September 17, 2013**, the Wichita City Council approved the revised budget, adopted the amending resolution, and authorized the necessary signatures to authorize the issuance of general obligation bonds for the design and construction of multiple bicycle facility projects, including those on 1st and 2nd Street. The City funding of \$500,000 for bicycle projects was included in the Bike Enhancements line item within the [2011-2020 Adopted Capital Improvement Program](#).

On **July 9, 2014**, the 1st and 2nd Street Bike Lanes – Phase II project designs were presented at an open house for the public held at the Wichita Downtown Development Corporation office (507 E. Douglas, Avenue, Wichita, Kansas 67202). Notices about the open house were hand delivered by City staff members to each of the properties adjacent to the proposed project route. No suggestions for changes to the project were submitted. One adjacent property owner inquired about impacts to their driveway access.

On **August 4, 2014**, the project designs were presented to the District Advisory Board I at their regular meeting. The DAB I recommended that the City Council approve the designs.

On **August 4, 2014**, the project designs were presented to the District Advisory Board VI at their regular meeting. The DAB recommended that the City Council approve the designs.

On **August 19, 2014**, the Wichita City Council approved the project designs.

On **May 19, 2015**, the Wichita City Council approved the revised budgets and adopted an amending resolution for multiple Wichita bikeways projects, including the 1st and 2nd Street Bike Lanes.

On **June 19, 2015**, the City of Wichita opened two bids for the construction of the 1st and 2nd Street Bike Lanes. Both estimates were below the project engineer's estimate.

On **July 7, 2015**, the Wichita City Council approved the contract with Traffic Control Services for the construction of the 1st and 2nd Street Bike Lanes from Seneca to Grove.